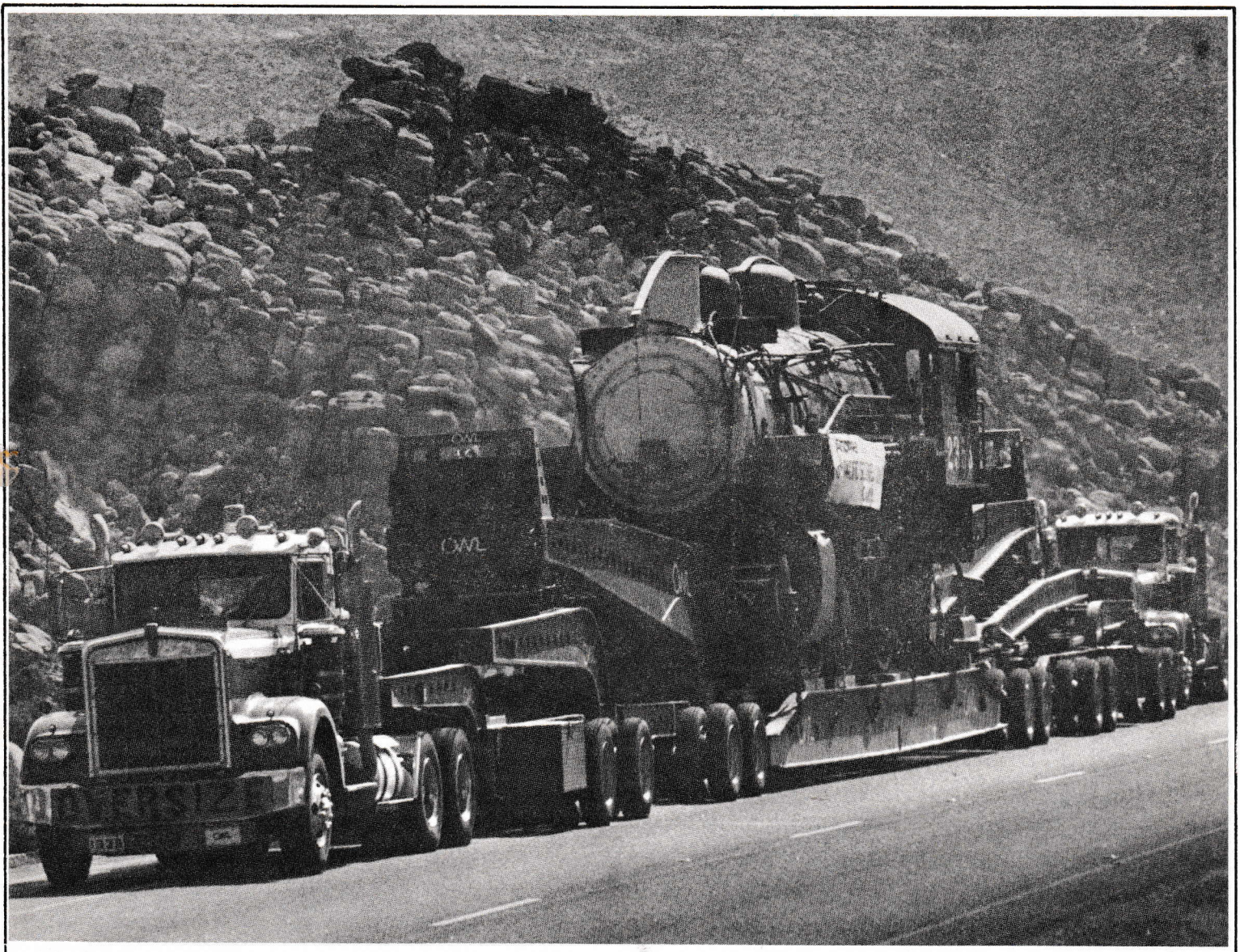
July-Aug. '86

REPORT

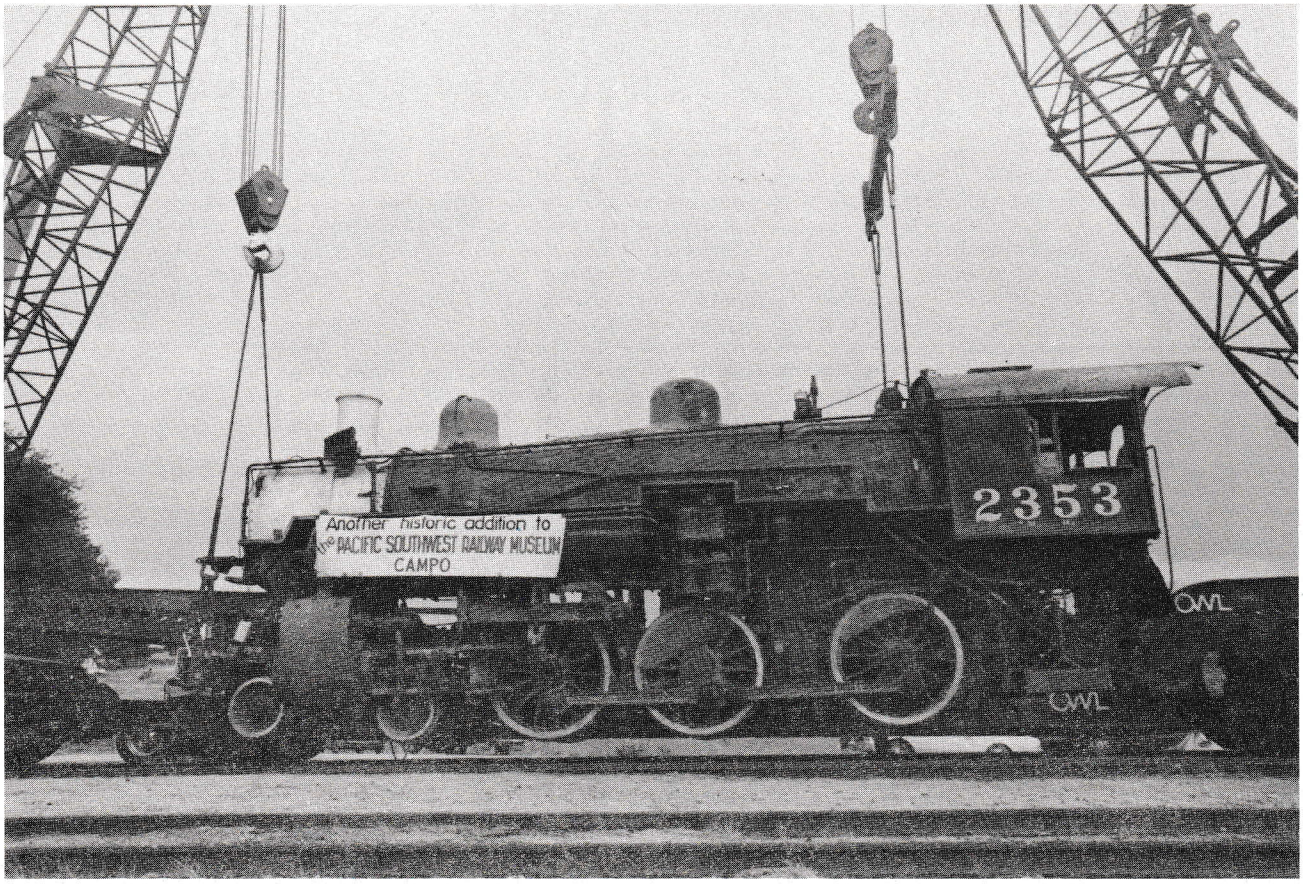
No. 205

OFFICIAL PUBLICATION of the PACIFIC SOUTHWEST RAILWAY MUSEUM ASSOCIATION, Inc.



SP 2353 BACK ON THE "ROAD" AGAIN!

The second part of a PSRM one-two locomotive move of spectacular proportions is now completed! Southern Pacific ten wheeler #2353 now rides the friendly rails at Campo! The 1912 Baldwin built steamer is shown here rolling on one hundred rubber tires to its new home at the museum. The monster truck trailer is laboring up the 6% Mountain Springs Grade as it carries its 100 ton load from elevation -15 to 4160 feet at the top of the hill. Our latest success story is featured in this issue of the museum news sheet. Read and rejoice! (photo courtesy of Paul Noden, chief photographer, IMPERIAL VALLEY PRESS)



#2353 is shown here hovering inches above the familiar rails of Campo in a scene very much like the cover of the last newsletter which showed engine #46 in a similar position. As the wheels touched down, a spontaneous cheer went up from a large crowd of spectators signaling the completion of the second phase of our most difficult moving project. (Larry Rose photo)

ENGINE MOVE, PART TWO, COMPLETED!

Another of our steam locomotives was floating in the air for a brief time the second weekend of August. S. P. #2353 became the second museum engine to "hover" above the rails in the last three months, as it was set on the tracks in front of the Campo depot by a pair of 90 ton cranes.

With California Western 2-6-6-2 #46 already in hand, the arrival of #2353 capped the most spectacular pair of engine retrievals pulled off by any museum in recent times. This was the second long range steam engine move organized by the museum. PSRM moved 0-6-0's #3 and #10 to the museum back in 1981 all the way from Perris, courtesy of the Santa Fe. It was a relatively easy move, however, as the two 60 ton tea kettles rolled into town on their own wheels. The #2353 rolled to Campo the most difficult way, supported by a hundred rubber tires!

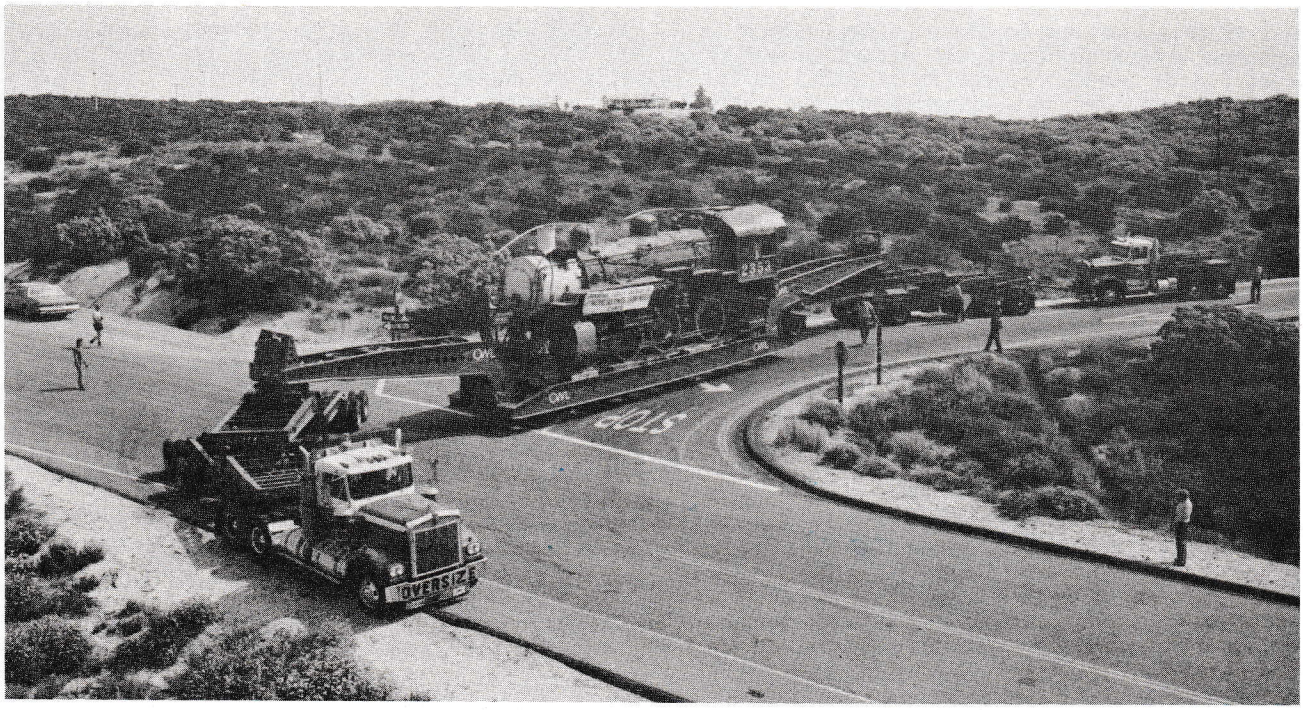
The largest highway trailer in Southern California was hired to transport the 100 ton steamer. **OWL TRUCKING COMPANY** of Compton, gave us a great deal on their monster rig which was built less than a year ago. **ENNIS CRANE SERVICE** did the lifting at both ends of the move. Board of Trustees member **Bill Niedrich** handled the arrangements for both the cranes and the most impressive highway trailer we have ever seen. **Jim Lundquist**, who put in a lot of time on this project, was on his honeymoon (see membership news for details) and missed the big show.

The preparation for the big move began the first weekend in August when a team of PSRMA grunts, led by Mechanical Department Superintendent **Ken Helm**, loaded several trucks with supplies and set off for the fairgrounds at Imperial, some fifty miles from the museum.

The museum forklift and large air compressor were loaded on to **Paul Goldstein's** flat bed truck and our 100 ton air jacks, track tools, wood blocks and cribbing were hauled over in a fleet of pickup trucks. **Bob Kittel**, active in the San Bernardino Railroad Historical Society's #3751 project, loaned us a pair of 100 ton jacks, as did the **SD&IV** and **Santa Fe** local mechanical departments. Additional cribbing was loaned by the **DALEY CORPORATION**, thanks to the work of member **Duff Joseph.**

Report

Official publication of the Pacific Southwest Railway Museum Association
La Mesa Depot, 4695 Railroad Ave. (Nebo) La Mesa, CA 92041
EDITOR Larry L. Rose -- ASSOCIATE EDITOR Tanya Rose
ONE YEAR MEMBERSHIP
Individual $20.00, Senior/Student $10.00, Family $25.00, Contributing $35.00, Supporting $50.00
Sustaining $100.00, Corporate Business $100.00, Life Membership (Individual) $500.00 (Seniors over 65, $300.00)



The 160 foot lash up is shown here on the off ramp at Boulevard about to pass under the freeway and still about twenty miles from the museum. Getting this centipede (100 tires!) around a corner like this required some very precision movements by the trucking company. (Harry Doering photo)



The "#2353 Express" is shown here passing under the 185 foot high Campo Creek viaduct. The locomotive has passed over this bridge hundreds of times and will do so again some day, but this scene is a first that will never be repeated. The photographer really had to work for this shot and promised bodily harm to the editor if this photo wasn't included in this issue! (Harry Doering photo)

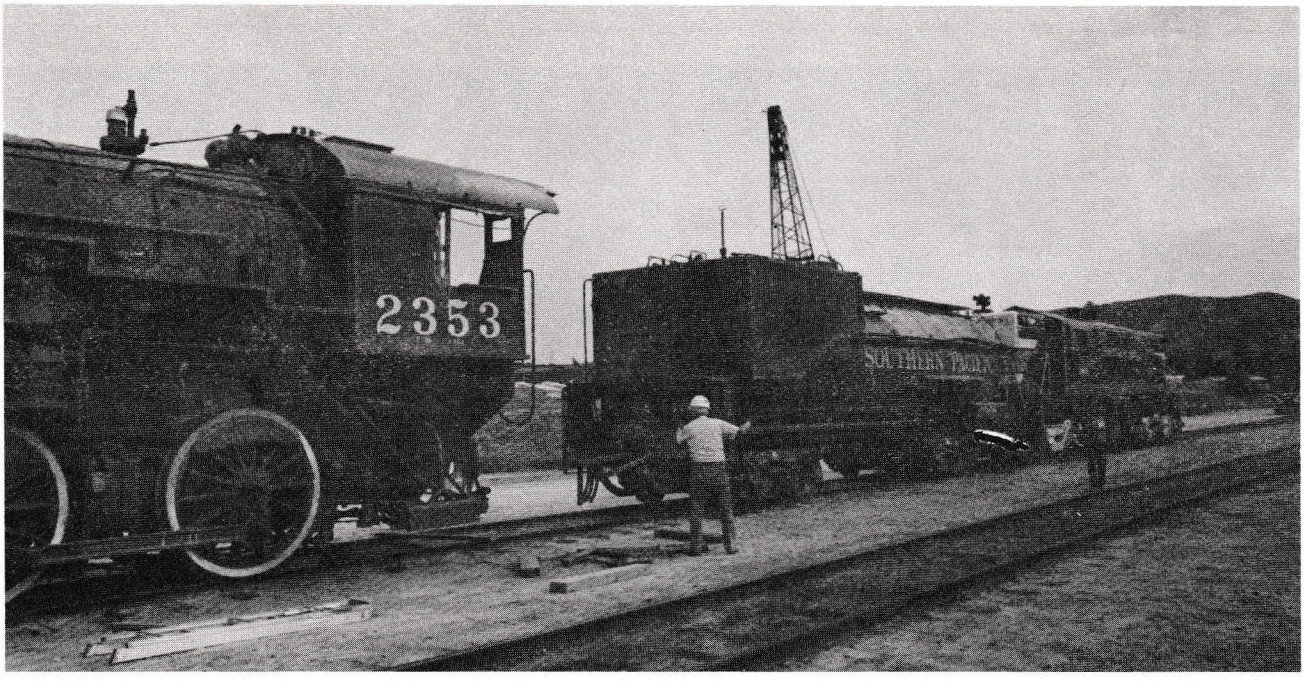
All of this gear was in place Friday, August 1st. No work was done 'til after sundown because of the 110 degree "oven" temperatures in the desert community of Imperial. Lights were set up so the crew could remove main rods and do other preparation of #2353 in the relative 90 degree cool of the evening. The crew worked 'til the wee hours to try and implement the initial plan to raise the locomotive on jacks and steel beams.

This plan would have saved the museum about $8,000.00 for the cost of cranes. Wet grounds, tight clearances and problems with jack and beam placement caused the crew to scrap the idea after many hours of hard labor under difficult conditions. The fact that the most economical idea wouldn't work was also in the game plan for this move, as the heavy trailer from **OWL TRUCKING CO.** wasn't scheduled until the next Friday, August 8th, to give us time to try our first idea and still have time to get cranes on line if a problem came up.

The following members were involved in this back breaking labor that included the ripping up some of the display track, moving the locomotive 100 feet and removal of the front coupler and main rods: **Ken Helm, John Ashman, Vern Cook, Brian Valleau, Mike Reading, Gaylen Dyreng, Joel Cox, Dick McIntyre, Jim Hamill, Ron Hyatt, David DiGiorgio, Dale Prescott, Barney Barnier,** and **Scott Thompson. Geoff** and **Rene Scheuerman** did much of the running around to pick up and deliver much of the borrowed equipment, as did **Vern Cook.**

With the locomotive now ready to load, the **ENNIS CRANE SERVICE** was called in by **Bill Niedrich** to handle the engine at both ends of the move. Because **OWL TRUCKING COMPANY**'s big rig is not allowed on the freeway on weekends, the loading was scheduled for Friday morning with the long hill climb and unloading set up for Monday, August 11th. The actual loading and tie down went very quickly and the rig got as far as Ocotillo before tying up for the weekend on a side road near the Highway 8 on-ramp at the base of the long climb from the desert floor to the summit near Jacumba.

Now that the engine was sitting on a trailer about four feet off the ground, the perfect opportunity to grease the drivers and connecting rods presented itself. A crew was assembled and set off down the hill in the museum pickup truck loaded with grease guns and special tools. **Scott Thompson, Joel Cox, Brett Tallman, David DiGiorgio, Larry Rose, Gaylen Dyreng,** and **Charles Alban** did the work in the late afternoon and again in the early morning to beat the searing desert heat. The grease blocks and their support springs were removed and cleaned easily because the center portion of the trailer was open and served as an "engine inspection pit" that the crew could move around in with little difficulty. Parts were passed out between the drivers and serviced on the pickup tail gate amid a horde of on-lookers who were attracted by this strange sight sitting next to the main highway connecting San Diego with points east. A lot of museum literature was passed out to the curious and just before packing up to leave, Larry and Gaylen attached a ten foot banner to the big ten wheeler espousing ownership and destination.



As the cranes pack up to leave, our diesel engine #1809 with **Gaylen Dyreng** at the throttle shoves the big Vanderbilt tender up to #2353 under the guidance of **Vern Cook.** (L. Rose photo)

Early Monday morning, **OWL TRUCKING COMPANY** was back on the job with two big tractors to push and pull the rig and support vehicles to guard the front and rear. Trucks, trailer and load combined for a weight of better than 200 tons and the 6% grade required every ounce of horse power available, as the strange lash up crawled steadily higher into the mountains. Once over the top, speed picked up and the "#2353 Express" was at the museum by noon!

After a lunch break, the unloading went smoothly and was witnessed by a large group of museum members who laid off their regular jobs to chase and photograph this rare event. The news media was present also and the museum got a lot of free publicity out of the day's festivities. **Tanya Rose** relayed #2353's progress as it was phoned in to her throughout the day so the press could be at the right place at the right time.

As the wheels touched the rails of the Campo depot house track for the first time in at least forty years, a spontaneous cheer went up from the assembled throng. Engine #1809 was standing by and a museum crew had the tender back on #2353 before the cranes had started to pack up. **Gaylen Dyreng** was the engineer. **Scott Thompson** and **Vern Cook** were brakemen. **Dale Prescott, Barney Barnier** and **Rene Scheuerman** banged home the center pins.

Soon thereafter, #2353 was pushed a short distance for a portrait in front of the Campo depot. All members standing around, cameras in hand, involved or not, were gathered in front of #2353 for the traditional "victory portrait".

The trucks and cranes were gone by 4:00 pm and #2353 was parked near S.P. coach #2693 like it had been since 1957 at the fairgrounds. All that was left to do now was the accounting and clean up of equipment and materials. One nice surprise we had while cleaning up at the fairgrounds came by way of grounds manager **Abdul Mohammad.** He produced a shed full of interior furnishings for coach #2693. All of the missing seats, baggage racks and window shade hardware were loaded on our trucks by **Vern Cook** and **Gaylen Dyreng** and hauled to the museum. Restoration Director **Norm Hill**, who had thought all this stuff was destroyed long ago, was ecstatic.

The cost of this adventure was over $18,000.00, but well below the bids we had last year in the $35,000.00 range. Hiring the largest truck trailer we could find was the single most expensive ingredient but **OWL TRUCKING** gave us a great deal and worked us in between a couple of their other heavy moving jobs. Without them, #2353 would still be sitting in the desert. The **ENNIS CRANE SERVICE** also bent over backwards for us to hold costs down.

The bottom line support was still the rank and file members who donated most of the funds for this 1912 Baldwin classic. #2353 is safely at the museum and we are only $4,000.00 in debt for the transportation of this engine and the #46 together. The short fall was borrowed from our spring bar-b-que funds and the SD&A operating fund. This put a severe crimp in the plans of several museum departments, but there has been no grumbling, as everyone is very happy to have this terrific locomotive and the more famous 2-6-6-2 #46 finally in hand.

Special thanks are due move organizers **Bill Niedrich** and **Ken Helm** and the grime covered, skinned knuckle troops mentioned who worked so hard to put the wrap on this, our toughest, double locomotive moving project.

MEMBERS DIG DOWN TO SUPPORT 46/2353 PROJECT

The membership continues to push hard to fund the movement of the two big steam locomotives. **The mission has been accomplished** and it was done without borrowing money from outside the museum! There was a shortfall of a few thousand and the various on-going and funded projects in the museum were tapped equally to make it up. **All** the move bills have been paid! The departments who gave up their funding will be back in business shortly, thanks to the people on this list who continue to give 'til it hurts. The support of the membership for this project has been like none other. Many donors on this list were also marked up on the roster published in the last newsletter. If the generosity of these folks continues for just another month, we will not only retire the short run debt but establish a war chest for the restoration of these two Baldwin built classics.

This impressive show of support again includes several donors from out of California. Represented are **Arizona** (2), **New Mexico, Florida, Illinois** (2) and **New York.** People who love the railroad are obviously not influenced by distance from the action or state lines. Its supporters like these that keep the volunteers swinging a spike maul all day in the hot sun. Earning the support of the membership with hard work, positive action and the resolve to never let them down is the museum staff's secret of success for not only the #46/#2353 project, but for the entire museum effort as well.

As this is written, #2353 sits in front of the car shop at the museum coupled to SD&A 2-8-0 #104. Forty years ago these two engines double headed many times. After World War II the odds that these engines would ever touch knuckles again would have to have been several million to one! In the late forties they might have been joined again for a last ride to the scrap yard, but to see them in 1986, together again at the museum, forever safe from the scrapper's torch, is somewhat of a miracle! Thank you, people, for banding together to make it happen!

Terry E. Durkin
Michael & Norma Seed
Ron Palhegyi
Robert B. Wall
Barry H. Herlihy
George F. Parish
J. A. McKinnon, Jr.
William B. Garner
D. V. Harris
Mark Roberts
Jack C. Deyo
Alvin A. Bladorn
Peter C. Lewis
Wayne H. Terry
Charles D. Finney
O. C. Ohre, Sr.
Mrs. Esther Rice
Robert F. Hull
Jerome Weisman
Mike Bell
Burton M. Kuck
Charles E. Brown
Thomas M. Travis
Donald E. Wright
Jerry E. Seed
Norman E. Hale
Paul & Linda Mardian
Gary A. Dunn
Richard L. Hathaway, Jr.
Robert H. Meese
Leo R. Clarin
Frank C. Munster
Wallace A. Schonschack
Mary V. Anderson
Lt. Col. R. F. Arnold
Hidehiro Iizuka
William C. Weeks
G. "B." Dyreng
George Medlin
Don & Nancy Jones
Robert W. Getz
Ted Tanalski
D. Rogers
Gordon & Louise Buck
Robert B. Birkett
Richard & Jurene While
Sara B. Fuller
James H. F. Collins
Daniel E. McLean
Kenneth C. Reiter
Rev. John Bede Maguire
Douglas Lambert
George Lazar
William E. Donavon
Elwood Layfield
Scott McClendon
Robert & Leanna Sterling
William W. & Marion F. Henderson
Kiwanis Club of Early Risers Community Services
Karl & La Verne Stephens
Tom & Larry Hieshetter
Bessie L. Cossette
Clifton & Ramona Meinsen
Robert L. Bradley
John W. Palewicz
Margaret Barksdale
John E. Pfingsten
Bill Gunther
Bruce Putnam
Richard F. Stratton
Mr. & Mrs. Douglas H. Dirks
Karen & Dale Prescott
Dave Slater
Seeth & Barbara Thomson
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Mr. & Mrs. Russell F. Kimball
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Robert J. Dowling
John J. Maerki
Jack Shelton
Glenn F. Brown
Helen Hobbs-Halmay
Kenneth A. Sherman
Richard E. Drover
Jeffrey D. Simmons
James T. Slingsby
Seymour Goodman
R. W. Madsen
Charles F. Bach



Here is the traditional "victory photo" taken at the wrap up of our most spectacular locomotive move. All members standing around were herded together near the Campo Depot beside the fat boilered 4-6-0 of our dreams for this session of collective euphoria. Not a bad turnout for a Monday! From left are: **Joe Palmer, Bill Palmer, Gaylen Dyreng, Jim Rassmussen, Karen Prescott, Dale Prescott, Dick Pennick, Jim Hamill, Jack O'Lexey, Tanya Rose, Rene Scheuerman, Cliff Pennick, Craig Coney, Terry Durkin,** and **Scott Thompson.** In the cab is **Vern Cook,** in the gangway is **David DiGiorgio.**

(Larry Rose photo)

INDUSTRIAL ARCHEOLOGY (Restoration News)

by Norm Hill

A lot of restoration people have been working very hard recently securing and protecting some of our new acquisitions. The following newly received equipment has been "vandal proofed" with doors and windows boarded up and new locks installed: U.P. caboose #25247, S.P. caboose #1058, Cotton Belt caboose #35 and S.P. Harriman coach #2693.

The U.P. caboose was boarded up three days after its arrival in San Diego. Our restoration people have once again done a super job. Special thanks go to **Dick McIntyre**, **Jim Hamill**, **Ted Kornweibel**, and **Frank Stites**. Ted's friend **Jeff Davies** assisted. In less than one week our new S.P. caboose was almost ready for display. The work was done in the San Diego yard of the SD&IV Ry. **Larry Rose** made patterns of the original lettering, finishing a few minutes before the blasting commenced. **Norm Hill** and **Tom Travis** were involved in the preparation and clean up work.

#7485

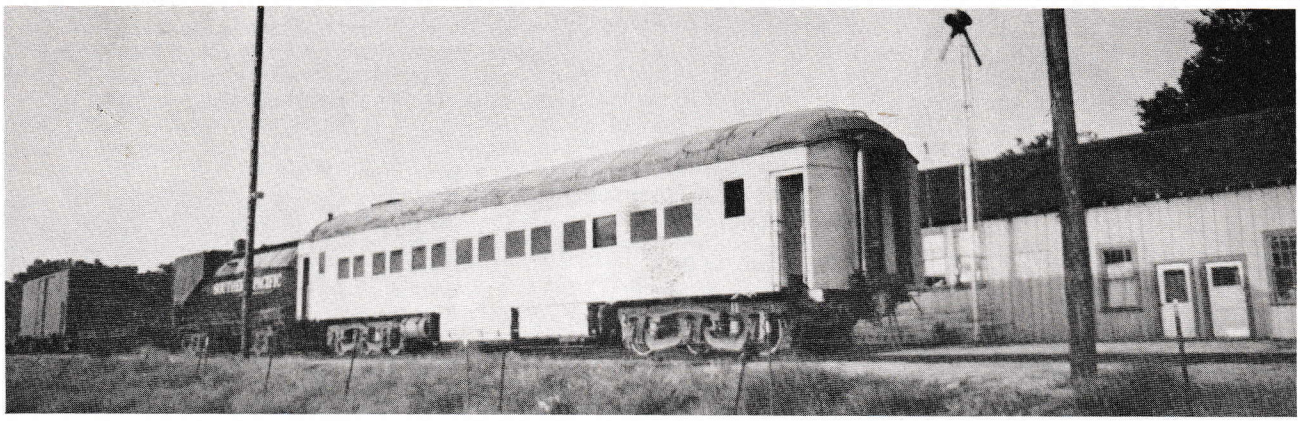
After many years of working on freight cars and cabooses, **Norm Hill** thought it would be nice to try a change of pace and work on our museum's first diesel. **Ken Helm**, **Larry Rose**, and **Jim Lundquist** recently sandblasted the engine's hoods. Norm and Larry completely stripped the #7485's front ends. In one day Norm prepared a truck and almost one half of the engine's underframe parts. This is the first project where restoration and mechanical people have worked together in a while. **Steve Norris**, **Ken Faller**, **Dan Haggarty**, and the executive director's new bride **Belinda Lundquist** have also put a lot of time into this engine which will soon be painted in the best acrylic enamel we can afford.

SP #1058

This caboose is being restored for display at the La Mesa depot. Board of Trustees member **Dr. Dan Marnell** purchased the car expressly for our La Mesa exhibit. **Loyd Gage**, the owner of **WESTERN SANDBLASTING**, once again donated his best sandblasting rig and operator (**Sam Trout**) and once again saved us countless hours of work. In five hours the car's sides, ends, steps, roof, cupola, and undergear were totally stripped. The car was then professionally primered by **MISSION PAINTING COMPANY**, who came back the following weekend and final coated the car.



This caboose, modernized by SP, will be part of our La Mesa exhibit. (L. Rose photo)



Our restoration troops are drooling over SP coach #2693 shown here at the Campo Depot. This car, acquired along with engine #2353, has already had some truck work done by **Mike Panger** and is high on our list of projects for next year. (L. Rose photo)

MUSEUM ENJOYS MAJOR MEDIA COVERAGE

If you haven't seen the September issue of **RAIL CLASSICS**, you had better get down to your local hobby shop and pick one up. Our Coos Bay Lumber Co. 2-8-2T is on the cover! There is a two page color shot of our SD&A train at the La Posta Road crossing as the lead in to a fine article featuring a dozen photos of our Campo operation taken by RC editor **Ed Stauss.** This the first time the museum has ever had one of its locomotives on the cover of a major railfan magazine. Our gift shop sold out this issue within two weeks!

San Diego's popular TV show "**P.M. MAGAZINE**" did one of their one half hour segments last month from the back platform of our cafe observation car #1509! Conductor **Rene Scheuerman** was interviewed and got in a good plug for our volunteers who are building the museum and operating the SD&A. This show was broadcast on the night of the museum's quarterly membership meeting and most of the crew who operated the special mid-week train didn't get to see it unless they owned a VCR. Ridership jumped on our SD&A the weekend following the broadcast over local Channel 8. Special thanks to **Gaylen Dyreng, David DiGiorgio** and the rest of the crew who made a special effort to get off during the week to run the train and mug for the TV cameras.

The museum also got a terrific plug a few weeks ago on the **RADIO KSDO** mid day talk show with former San Diego mayor **Roger Hedgecock.** One of the callers mentioned what a great time he had riding the train in Campo. The host admitted he had never heard of our Campo operation (We've only been in your town for 25 years, Roger!) but that he would surely go out and see what's happening. This prompted member **Margaret Barksdale** to call in and invite him to get in on the fun. She had to wait a whole hour to get through, but another plug for PSRM was had for the effort!

Several weeks earlier on KSDO, the other talk show host **Ken Kramer** did a very nice piece on his historic San Diego spot featuring our La Mesa Depot and got a good plug in for the museum. **Larry Rose** has talked to and corresponded with Mr. Kramer, who is enthusiastic about the very real possibility of running steam in Carriso Gorge and was glad to have material from our library provided for his radio vignettes on San Diego history.

Not a bad P.R. month for the museum with magazine, TV and radio coverage all for free! This is very valuable exposure. We are still getting visitors who saw the article in Sunset magazine three months ago!

LA MESA DEPOT STAFFERS

by Patti Bice

Let me start off by saying that I am giving up the staffer's job for La Mesa depot. This will indeed be my last report. I have enjoyed speaking with all of you on the phone and also meeting a lot of you. It has been a year and it really has gone by fast. However, it is time for me to step aside and give someone else a chance at it.

We had a very interesting gathering at the Robert Peary last month. Fred Pearl's group had a murder mystery to solve! We called it "Murder on the Robert Peary". The case was solved and a very nice contribution was found at the scene of the crime. Thank you, Fred and gang!

Once again let me say thank you to all who have served in the past year. I will be seeing you in the future, I hope.

STAFFERS FOR JULY, AUGUST AND SEPTEMBER

*Julius Acevez	Susan Brown	Wayne Davis	Hal Gasner	Don Pope (3)
Dan Botkin (3)	Margaret Collins	Jack Ebey (3)	Joe Laurent (2)	Russ Stockwell (3)
Mary Brown	Dorothy Cotton (3)	Al Ellis	George Parish (2)	

(*La Mesa Historical Society)

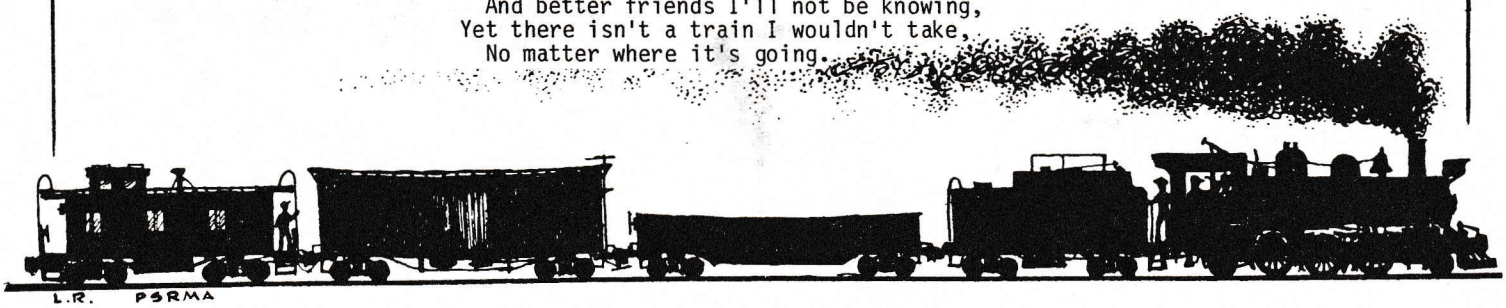
We are all sorry to see Patti go and she deserves a great big thank you for a job well done. Patti was also on time with her staffing reports, which was a big help to the REPORT typist. If you would be interested in finding out about how you can serve in this very vital museum activity, why not give Larry Rose a call. He can be reached at 469-3064.

TRAVEL
by
Edna St. Vincent Millay

The railroad track is miles away,
  And the day is loud with voices speaking,
Yet there isn't a train goes by all day,
  But I hear its whistle shrieking.

All night there isn't a train goes by,
  Though the night is still for sleep and dreaming
But I see its cinders red on the sky,
  And hear its engine steaming.

My heart is warm with the friends I make,
  And better friends I'll not be knowing,
Yet there isn't a train I wouldn't take,
  No matter where it's going.



GET IN THE PSRMA HABIT!

MEMBERSHIP NEWS

by Tanya Rose

Steve Wade, a new member who just joined this last July, has come from out of nowhere to take the lead in our membership contest which had been held by **Dan Marnell.** Its almost getting routine to hear a knock on my door in the late afternoon and open it to see a grinning Steve with brochures and bucks in his hands. My hat's off to him for his spirited participation. He says what I've been telling you all along, that PSRM Campo is a great place to meet folks. It doesn't hurt to have relatives (lots of them!) either. I hope his example inspires you to join in on the fun. Remember, you have 'til the end of the year, so hop to it! The top recruiter will receive a round trip ride to anywhere PSA flies within the U.S.

We are honored to add yet another life member to the roster and welcome all the newest supporters to our ranks. Many thanks to each of you who have upgraded, also. The more of us who pool our energies and resources the easier the burden is to bear and the quicker we'll accomplish our prime purpose, the developing of the finest operating display of vintage locomotives and cars in the southwest. Thanks to all who are catching the vision. We're on our way because of you!

CONTEST UPDATE

STEVE WADE.....17
Dr. Dan Marnell.....15
George Heflin, IV....7
Roy Pickering.....5
Cliff Pennick.....4
Harry E. Doering.....3
Barney Barnier.....3
Dave Slater.....2

Brian Valleau.....2
Margie Provost.. ...2
Tom Cheesborough....2
Gaylen Dyreng.....1
Hal Gasner.....1
Nancy Getz.....1
Jim Hamill.....1
Dick Ruppert.....1

Darrel Bivans.....1
George Houghton.....1
John C. Cash.....1
Ken Martin.....1
Barbarann Parker.....1
Glenda Jo Cox.....1
David DiGiorgio.....1
John Baldwin.....1

Richard E. Drover.....1
Ed Duling.....1
Bob Spencer.....1
Scott Thompson.....1
Don Jones.....1
Charlie Wade.....1
William Attaway.....1

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Rachael Wade
Mark Coppenbarger
Eric Peterson
Mary Stage
Timothy E. Chipman
Ann Johnson
Lynn Sherrard
John T. Wade
Donna G. Westlake
Mike Kemp
Skeeter Rose
Steve Wade
Richard Marc Denton
Mike Liljenwall
Wade Sherrard
Jane Wade
Christopher J. Henderson
Jerry J. Seed
Margaret K. Wessell
Louise L. Berthiaume
Jack Register
Ralph Singer
Michael Wade

"ANOTHER MAN DONE GONE"

On July 19, 1986, our Executive Director **Jim Lundquist** took **Sonia Belinda Sandoval Reyes** as his bride. Belinda was all sparkle and grace as she walked down the isle of Nuestra Senora del Carmen church in Tijuana that afternoon. The ceremony was followed by a traditional Mexican wedding reception which lasted well into the early morning hours. Many of Jim's friends were in attendance and a great time was had by all. Congratulations to the newlyweds and may they have many happy years together! Jim has already gotten his new wife involved with working at the museum! (See restoration news.)

MILEPOST 66 (GIFT SHOP NEWS)

Our newly reorganized gift shop, small as it is, has been doing a brisk business, averaging sales of $200.00 an afternoon! Another counter has been installed and the stock is slowly being expanded by Manager **Diana Scheuerman.** Member **Bob Hanft**'s book on the **SD&A** is back in stock. This story of "The Impossible Railroad" is a must for every history buff in the southwest.

A new batch of the popular SD&A/PSRMA logo tee shirts are also back in stock. One item that we have a lot of trouble keeping in stock is the museum equipment history and guide book. Compiled originally by **Bill Schneider**, it has been updated several times since by **Larry Rose.** The next edition is due out in October. The SD&A replica plates have been ordered! Advanced sales are encouraging. Now is the time to start your railroad china plate collection with this copy of one of the rarest plates there is. (Only four original SD&A pieces are known to exist!)

The gift shop is open from 10:30 to 4:00 Saturdays and Sundays and has been ably staffed the last two months by **Margie Provost, Roy Pickering, Eleanor Ameral, Bailey** and **Sharilyn Gallison, Carol Westover, Joe Beard, Diana Scheuerman**, and **Louise Reneau. Raenel Floersch** has been helping to schedule staffers. Many of the staffers have also been doubling as ticket clerks for our excursion business as tickets are often sold out of the gift shop if ace ticket seller **Nancy Getz** isn't running the outside booth. Thanks to all for operating this important revenue source for the museum. There is lots of room for more volunteers in this activity. (hint) Call Diana at 465-3639 if you can help.

MECHANICAL DEPARTMENT NEWS

SHAY BACK IN BUSINESS

by John Ashman

Monday, September 1st was the day that a lot of us have been waiting for since August of 1983 when the Shay, Hutchinson Lumber Company #3, went down hard on the Great Freight. There were three things that happened that day. An old weld in the Johnson bar broke, an eccentric on #1 engine broke, and the crosshead valve guides broke on #2 and #3 engines. Those were our original problems.

In December, 1985 when we started getting serious about getting the Shay back up to operating, we decided that we had better take a look at a few more items if we were planning on using her on a routine weekly basis. Once we received our operating agreement for operating a tourist type train on the mainline, we really got serious about getting the Shay to running again.

We were serious, but the Shay wasn't. The more we repaired, the more we found needed repairing. The throttle itself was a nightmare to get sealed and watertight so that she would pass a state boiler inspection. Finally, after untold hours and work, we got it to hold. On June 3rd she was certified and a state boiler certificate good for one year was issued.

From there the Shay continued to fight us tooth and nail at every turn. It seemed to us that for everything we repaired, the old girl would give us two new problems to correct. But finally, on Labor Day we pulled her out of the car shop and put a fire in the boiler one more time. Surprise of surprises, she lit off very easily and the pressure came right up, no strain no pain. While the pressure was building up to the 200 pound mark, we did our oiling, greasing and the usual last minute steam leak work. In fact, **Ken Helm** and I actually had time to stand in the shade, drink a bottle of New York seltzer water and discuss the possibility of today being the day.

At about 1:00 p.m. we had 200 PSI of steam. So, with a shrug of our shoulders and a lot of hope, Ken drained the cylinders, put the Johnson bar in forward, released the brakes and eased the throttle out a notch. Its been a long time since we've smiled that big at Campo. The Shay marched off just as easy and quiet as if she had been doing it every day and knew how it was supposed to be done. We spent the next three hours or so running her around on our own property, watching and listening to everything. We even had the AC&Y boxcar and the Kaiser caboose behind her to give us a little weight to work with. After deciding that we had found the last of the work to be done before going out on the mainline for some revenue service, we put the Shay to bed. Hopefully, we can accomplish these final jobs by the end of this month and the Shay will once again be in full service.

I want to thank all of the people who have worked on the Shay and have donated materials and money for the outside work that we needed done which was beyond our capabilities due to equipment that we do not yet own. The people solving the Shay problems for the last two months were **Mike Seed, Brian Valleau, Ken Helm, Vince Tobin,** and **Steve Oualline.** Steve rewired the cab and running lights and our first night operation on September 13th was spectacular! After the back slapping was over, someone reminded the crew that now we only have five steam locomotives left to get back into operation!

#1820

Our second MRS-1 locomotive has been pulled into the shop for the first phase of a long overhaul process. **Geoff Scheuerman, Craig Coney,** and **David DiGiorgio** have been doing the work which involves both electrical and prime mover service. When we got this engine, it had more missing parts than sister #1809 but the running gear is like new and the sheet metal shell is in very good shape. The missing parts are off the shelf EMD and are even available used from scrappers and used locomotive brokers. Funding is expected to be provided by SD&A revenues.

SD & A MW #T-43

The fire control trailer is nearly finished. **Scott Thompson** started building the water tank and pump assembly on an old speeder frame. **Craig Coney** and **Joe Beard** helped finish up by building the shovel and extinguisher racks. The hose reel welding was done by **Dick McIntyre.** The paint was furnished by **Norm Hill** and the last thing left to do is for **Larry Rose** to letter it. When steam power again graces the SD&A rails, this trailer will be towed behind one of our track cars ready to extinguish any spark that may shoot from the engine stack. A brush fire is an unlikely event and there is no record of a steam locomotive causing a fire in the last sixty years, but this is California and we have to be ready to deal with a fire from any source that threatens the railroad or the beautiful San Diego County back country.

TROLLEY EAST EXTENSION FUNDED

The San Diego trolley will be extended to the east as far as El Cajon, thanks to a federal grant of 37 million bucks! The funds had been held up for twenty six months by the Reagan administration. Pressure from local politicians helped break the log jamb along with the fact that the trolley continues to enjoy a 90% plus fare box recovery rate after five years of operation. This is easily the best in the nation. Ridership on the line for fiscal year 1986 was a record 7,059,829, up 21% from 1985.

Construction contracts will be let in December. Extension of the line past our La Mesa Depot will affect our siding there. Everything but the Mojave Northern steam engine, a refrigerator car and the SP caboose #1058 will be moved to Campo as soon as possible.

We have been told we will lose our switch and that means our depot display track will become a permanent isolated exhibit. The PFE reefer will be left for in-town storage. In fact, it is now packed nearly solid with our library collection. The library was kicked out of the office building in La Mesa we had enjoyed rent free for several years when the owner found a paying tenant who wanted the space. The way things are going, the reefer may be the library with the caboose for a reading room! Stay tuned for further trolley news and the related fate of our La Mesa spur and library situation.

PSRM CAMPO

There is a very important job at the museum that must be done every day the place is open. Somebody must be the "latrine orderly"! Who will volunteer for the worst chore at the museum? The museum executive director and most of the superintendents have taken a turn. **Ed Gaede** was seen mop in hand and also **Skip Carlisle. Rachael** and **Naomi Wade** have not only cleaned toilets but also cleaned the kitchen, another important area where sanitary conditions are a must. These jobs are just as important as pulling the throttle or pulling weeds. Others have seen the need and taken action but the REPORT editor didn't see them to personally thank them. A fun train ride and clean toilets and museum grounds is what the public will remember most about the museum. A favorable impression is vital to our continued success.

The trash pick up and daily dump run is part of the chore. **Gaylen Dyreng**, a twenty five year veteran engineer on the SD&AE, is not above trash duty. **Geoff Shepherd** is our aluminum can salvager. His trash picking and **Barney Barnier**'s recycle runs earn the museum an extra $20.00 a month. **Harry Doering**'s donation of the new red white and blue "Amtrash" covered trailer even makes the museum look good going to and from the dump. Its about time we blew the horn for this latest group of unsung heroes. Thanks to all, known and unknown, who have pulled the janitor duty.

Elsewhere, **Bob Provost**, **Bruce Semelsberger**, **Steve Wade** and **Barney** and **Bob Barnier** have been working on the south side of the car shop siding. New baked enamel sheet metal siding is on the property and will go up soon on aluminum angle stringers that now run the length of the building. The old crumbling cement board siding has been removed and is being hauled to the dump a little at a time by **Jim Hamill.** More volunteers are needed for this big project. We must get the building buttoned up before November, a sometimes wet month at Campo.

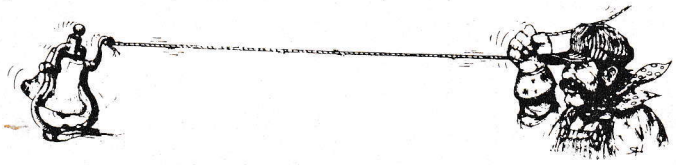
Inside the shop, **Steve Wade** and **Paul Bortell** have been working on relocating the wood shop to the south side of the building. The construction material formerly stored there has been moved to the maintenance of way sheds and Steve has installed new plywood sheathing on all the walls. The walls have been filled, primed and painted and are now ready for new tool cabinets and work benches.

OPERATING DEPT. NEWS

Our excursion railroad business has a new office! The **R. E. HAZARD, JR. CONSTRUCTION COMPANY** has donated a 10 foot wide by 50 foot long construction trailer complete with lighting and air conditioner! The trailer was placed on the north side of the car shop and now holds the dispatcher's office, clerk and agent's desks and a crew lounge with call board. An ice making machine, also donated by Hazard, is in the trailer, too. It keeps the #1509's bar cold and **George Heflin IV**'s little lounge car concession booming. Thanks to **Dorcas Utter** and **David DiGiorgio**, among others, who kept George's bar going while he was out of town on vacation.

The trailer was set up by **Larry Rose** and **Mike Panger**, who did the jacking and leveling with a full set of trailer stands also furnished by Hazard. **Don Getz** deserves a lot of credit for setting up this great donation by making his employer aware of what's going on at PSRM. Our hard working SD&A crew led by the do all, be all, **Louise Reneau**, moved in right away. Their former office upstairs over the car shop will now be outfitted by the museum restoration and facilities departments. The mechanical department's technical library will also be kept in this new found space.

Honor Roll



HARVEY GRAHAM of Hemet, California, has donated 70 pounds of welding rod to the museum. Harvey is a retired brakeman for the Southern Pacific.

MISS ALICE ZECHER donated a book on the cable cars of San Francisco to our libray.

WALT CLARY had donated some more of his family's Pacific Electric memorabilia to our library. Walt is responsible for nearly the entire section on the big red cars in our collection some of which has been displayed at our La Mesa Depot.

VERNE SWEIGARD, who lives across the street from the REPORT editor, has donated the use of his copy machine whenever we need it. It has been a big help in the flow of museum paperwork and the membership director has been using it every day.

BUY-A-TIE donations have been received from **WALLY SCHONSCHACK**, **JAMES** and **VIVIAN MEE**, **JAMES T. SLINGSBY**, **SEETH** and **BARBARA THOMPSON**, **DONALD WRIGHT**, **JIM BOWLIN**, and **JAMES T. SLINGSBY**, again! We need lots of ties for tracks five and six now that switch six is finished. Two hundred feet has been added to track five in the last month, using up over a hundred ties. We need to get this project rolling again in time for the good track laying weather just ahead. Ties are $14.00 apiece, three hundred are needed to complete the engine shop tracks now underway.

GEOFF SCHEUERMAN, trainmaster for the museum's SD&A operation, donated the cost of a "Bobcat" loader rental to remove sand over the track near milepost 71. The sand was the result of an unusual mid-summer cloudburst that caused several mini-rockfalls in some of the cuts on our SD&A Railway.

FRANK COOKE rebuilt the window frame in the toilet compartment of our ATSF cafe-observation #1509. The frame is made of oak and shows the fine craftsmanship which Frank is famous for. All materials and labor donated, as usual.

ROBIN HOOD, a member with awesome stained glass talent, has donated two new stained glass windows for SD&A private car #050, the **Carriso Gorge.** Only one original arch top window was left on the car, the others having been stolen or broken during the car's thirty years in an open park type display. Robin used the original as a pattern, matching the old glass as closely as possible and did a fantastic job!



SAN DIEGO & ARIZONA RAILWAY

Limited Edition
COMMEMORATIVE PLATE

Plate shown actual size.

This is a replica of the original china used on the SAN DIEGO AND ARIZONA RAILWAY, between 1919 and 1933. The back of each plate has a short history of the S.D.&A.. Each plate is 10" in diameter with brown logo and stripes on a bone white background. It is made of dining car quality china by Sterling China of Ohio. There will be a limited firing, so don't delay, order your commemorative plate now. The cost for this limited edition plate is now a low $ 19.95 plus $ 5.00 shipping and insurance.

The plates have been ordered! Save $5.00 by picking them up at the museum!

California residents add 6% tax. Please make check or money order payable to P.S.R.M.A. and mail to S.D. & A. PLATE, PACIFIC SOUTHWEST RAILWAY MUSEUM, LA MESA DEPOT, 4695 RAILROAD AVE., LA MESA, CALIFORNIA, 92041. All orders shipped by U.P.S., please include a street address for delivery. No orders shipped to a P.O. Box.

MEXICO
THE Amigo COUNTRY
Secretaría de Turismo · Consejo Nacional de Turismo

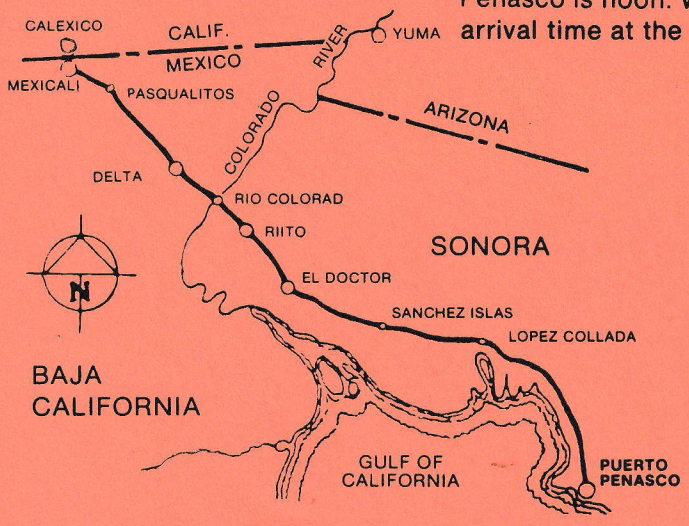
A ONE DAY TRAIN TRIP IN MEXICO
NOV. 1, 1986

SPONSORED BY
THE PACIFIC SOUTHWEST RAILWAY MUSEUM ASSOCIATION, INC.

ALL ABOARD OUR SPECIAL TRAIN, **THE PUERTO PENASCO SPECIAL,** FOR A MEXICAN RAIL ADVENTURE! RIDE IN COMFORT ON SBC RAILROAD FIRST-CLASS COACHES WITH AIR-CONDITIONING AND LARGE PICTURE WINDOWS. WE WILL TRAVEL FROM MEXICALI, BAJA CALIFORNIA TO PUERTO PENASCO, SONORA AND RETURN.

Puerto Penasco is a remote and unspoiled fishing village on the northern shore of the Gulf of California (the Sea of Cortez.) The 312 mile round trip will include travel across the Colorado River delta country below Mexicali and across the forbidding Altar Desert. In Puerto Penasco excursionists may visit the shops, stroll the streets and go to the beach. There will also be a Fiesta!, at the Hotel Villa Granada with music, a buffet and drinks for a nominal charge.

This special train will leave the International Border (Calexico/Mexicali) at 8:00 a.m. There will be connecting bus service from the San Diego area. See below. For those of you who are driving and want a HOTEL ROOM IN MEXICALI, we will be glad to reserve your room at the LUCERNA, cost is about $30.00. Approximate time of arrival in Puerto Penasco is noon. We expect to leave Penasco at 5:00 p.m., approximate arrival time at the International Border is 8:00 p.m.



FARES: PER PERSON

TRAIN:		
	MUSEUM MEMBERS ..	$40.00
	NON-MEMBERS	$45.00
	CHILDREN 12 and Under /	$20.00

BUS:

5:15 a.m.	San Diego Amtrak Sta. .	$20.00
5:30 a.m.	La Mesa Depot	$20.00
4:45 a.m.	Escondido	$23.00
5:00 a.m.	Palm Springs ..... 420 South Palm Canyon	$23.00
5:20 a.m.	Palm Desert ..... 42205 Washington Street	$23.00

SPECIAL RATES FOR GROUPS OF 16 OR MORE!!
DEDUCT $5.00 PER PERSON ON TRAIN FARE

CLIP AND MAIL TO: BARBARANN PARKER, P.O. BOX 815, LEMON GROVE, CA 92045
ENCLOSE CHECK, MONEY ORDER OR CHARGE CARD INFO: PAYABLE TO PSRMA

NAME _____

ADDRESS _____

CITY AND ZIP _____

PHONE # _____

MASTER CARD OR VISA _____

EXPIRATION DATE _____

SIGNATURE _____

TRAIN SEATING:

SMOKING ____ NON-SMOKING ____

MAIL RESERVATION FORM TO:
BARBARANN PARKER
P.O. BOX 815
LEMON GROVE, CA 92045

TRAIN: (SEATS ARE RESERVED)

@ Museum Member	_____	$40.00
@ Non-Member	_____	$45.00

BUS:

La Mesa Area	_____	$20.00
S.D. Amtrak Sta.	_____	$20.00
Escondido Area	_____	$23.00
Palm Springs	_____	$23.00
Palm Desert	_____	$23.00

RESERVATIONS AT THE HOTEL LUCERNA IN MEXICALI

#of Rooms_____ #of Persons_____
Fri_____ Sat_____ Night(s)

INFORMATION BRIEFS:

TOURIST PERMITS: Mexican tourist permits are required. Your permit will be sent to you with your tickets, plus additional tourist information. Proof of Citizenship is required: U.S. Passport; Birth Certificate; U.S. Military Discharge Papers.

MEALS: There will be a vendor car with the train for light snacks and beverages. There are several restaurants in Puerto Penasco for meals, plus the buffet at the hotel.

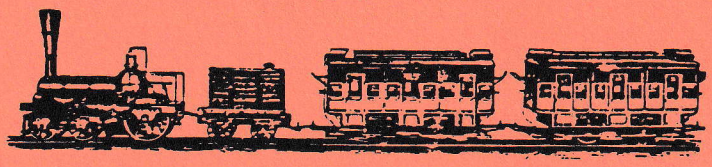
SHRIMP: Yes! You are welcome to bring an ice chest if you want to purchase shrimp to bring home with you. No limit - if you can carry it you can bring it back.

HOTEL RESERVATIONS - MEXICALI: We can arrange hotel space for you in Mexicali Friday and/or Saturday night. Indicate on reservation - you pay hotel upon arrival.

REFUNDS: Will be made on cancellations received after October 20 only if the space is resold.

INFORMATION: Call: SAN DIEGO AREA-BARBARANN (619) 697-3375 or CORRINE (619) 287-2417; ANN in TIJUANA (706) 680-2526; BILL in PALM SPRINGS AREA (619) 328-8469

NOTICE: This excursion is on a special train movement on a foreign railroad and is on a long and tight schedule. Although every effort will be made to assure a comfortable trip, NO GUARANTEE can be given about condition and type of equipment, time of arrival in Puerto Penasco or return to Mexicali, not to mention air-conditioning and weather. The sponsoring organization acts only as agent between clients and all services for this tour and holds itself free of all responsibility for any damage, delay and/or loss occasioned by or from any cause whatsoever.



PSRMA RAIL EXCURSIONS

PACIFIC SOUTHWEST RAILWAY
MUSEUM ASSOCIATION, INC.
4695 NEBO DRIVE
LA MESA, CA 92041

NON-PROFIT ORG.
U.S. POSTAGE
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LA MESA, CALIF.
PERMIT NO. 205

A ONE DAY TRAIN TRIP IN MEXICO

TIMED MATERIAL
ADDRESS CORRECTION REQUESTED
RETURN POSTAGE GUARANTEED

P. S. R. M. A.

TRIP TO COPPER CANYON MEXICO

PACIFIC SOUTHWEST RAILWAY MUSEUM

INVITES YOU TO

DISCOVER & ENJOY COPPER CANYON

NOVEMBER 15th thru NOVEMBER 23rd, 1986

The group will travel by chartered bus to the rail station in Mexicali. At Mexicali we will board our chartered Pullman car and head south. At Sufragio our Pullman car will be transferred to the Chihuahua al Pacifico railroad for the daylight ascent up the canyon, climbing to an altitude of approximately 8,000 feet at Creel. Our route passes through spectacularly rugged, moutainous country where rivers have cut out several sheer-walled gorges rivaling in depth any major canyon in the world. There are 86 tunnels and 38 bridges on this remarkable railway route. In Creel we will stay at the PARADOR DE LA MONTANA, which will be our base for many interesting tours in the area; old missions, Tarahumara villages and caves, waterfalls, mountains and canyons! Our tour will travel into the bottom of the canyon for three nights at the old mining town of Batopilas, a treasure trove of Spanish Colonial buildings, mines and haciendas left from the 19th century. If exploring is fun for you, then you will like Batopilas, a tropical contrast to the mountain town of Creel.

The price for this fabulous nine day trip is $650.00 per-person (double occupancy) which includes all transportation (bus from San Diego area to the Mexicali Railroad Station, train and return); Hotels in Creel & Batopilas, & all meals in Batopilas.

NOT INCLUDED: are all meals on train & in Creel, short tours and gratuities.

The tour is limited to 20 passengers and reservations will be accepted in order of postmark dates. TO SECURE YOUR PLACE send a deposit of $400.00 to: BARBARANN PARKER, P.O. BOX 815, Lemon Grove, CA 92045. Make check or money order payable to Pacific Southwest Railway Museum (PSRMA). VISA or MASTERCARD are accepted. Final payment is due by October 18, 1986. For information call Barbarann (619) 697-3375, Shirley (619) 463-3791, or Corrine at (619) 287-2417. Additional information will be sent upon receipt of deposit.

Name _____ Bank Card Number _____

Address _____ Expiration Date _____

Home Phone _____ Work _____ Signature _____

Emergency _____ Bus Pick-Up Points

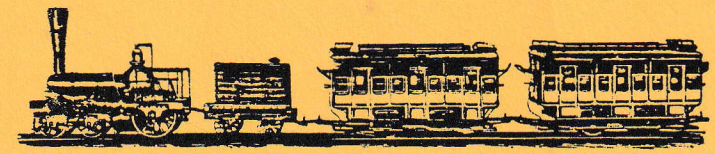
_____ # Of Reservations @ $400.00 Deposit

Balance Due By October 18, 1986

No Refunds After October 18, 1986 Unless Space Is Sold.
All refunds are subject to a $10.00 cancellation fee.

_____ 4:00 A.M. Santa Fe Station In San Diego

_____ 4:30 A.M. El Cajon Denny's



PSRMA RAIL EXCURSIONS

A CALIFORNIA NON-PROFIT FEDERAL TAX EXEMPT EDUCATIONAL ASSOCIATION